

INFORMATIONAL BULLETIN

Proposed Toll Structure for the Mackinac Bridge November 2002

The Mackinac Bridge was opened to traffic on November 1, 1957. During the first 35 years, bridge maintenance consisted primarily of scheduled and routine maintenance. Road surfaces, pier tops and beams were cleaned. Worn bolts and weather seals were replaced. Very little structural repair was needed. The painting program consisted primarily of repairing the bad spots and area surface coating.

Now that the bridge is aging, it requires more extensive and costly repairs. In recent years we have undertaken several major structural repairs and replacements, over \$50 million in the past five years. A tower hanger and the entire transition span were replaced at the south tower. The tower elevators were replaced. The entire bridge deck has been resurfaced and the plaza concrete has been completely replaced. Portions of the 24½ inch diameter main cables were unwrapped, separated, and inspected for wear and corrosion. The entire electrical and lighting system has been replaced. The maintenance travelers and rails located under the bridge deck have been replaced. The routine spot painting program is no longer adequate to protect the steel. The sheer weight of multiple layers of paint buildup is causing the coatings to fail. A program of complete paint removal and re-application has begun. All of these major structural projects are in addition to the ongoing routine maintenance projects.

Scheduled projects for the next 10 years total nearly \$100 million and include:

- S Bridge painting
- S Security system
- S Truck holding and inspection areas
- S Substructure concrete repair
- S Structural steel replacement and repair
- S Technological improvements

Tolls collected at the Mackinac Bridge Authority are used exclusively to operate and maintain the Mackinac Bridge. Based on the existing toll structure, Schedule 2 shows that the Authority will have a shortfall in available funds in the year 2006.

Proposed Toll Rate Schedule

The Mackinac Bridge Authority is proposing the following toll structure to be put into effect on March 1, 2003.

Class	Vehicle Type	Existing	Proposed
Class 1	Passenger car, 2 axle 4 tire truck	\$1.50	\$2.50
Class 2	Two axle 6 tire vehicle	1.50/4.00	6.00
Class 3	Three axle vehicle	6.00	9.00
Class 4	Four axle vehicle	8.00	12.00
Class 5	Five axle vehicle	10.00	15.00
Class 6	Six axle vehicle	12.00	18.00
Class 7	Seven axle vehicle	14.00	21.00
Class 8	Eight axle vehicle	16.00	24.00
Class 9	Nine axle vehicle	18.00	27.00
Class 10	Ten axle vehicle	20.00	30.00
Class 11	Eleven axle vehicle	22.00	33.00
	Motorcycles	1.00	2.50
	Trailers - per axle - recreational and utility	1.00	1.25/3.00
	School bus	1.50	2.00/6.00
	Motor coach bus - 2 axle	4.00	6.00
	Motor coach bus - 3 axle	6.00	9.00
	Commuter rate	1.25	2.00

The proposed toll rates are the results of a decision made by Mackinac Bridge Authority members who reviewed the proposed reclassifications and agreed that the reclassifications were appropriate based on cost to the Mackinac Bridge in terms of damage to the structure and services required (wind, weather, and permit escort).

In addition the proposed toll structure will simplify the toll collection classification from 17 separate vehicle classifications to three:

S	Passenger vehicle	\$1.25/axle
S	Truck	3.00/axle
S	Commuter	2.00/vehicle

Authority members recommended that the commuter discount be increased from 17% to 20%. The proposed commuter rate is set at \$2.00.

Toll Rate History

The following table shows historic toll rates for the Mackinac Bridge. Tolls have not changed for passenger vehicles since they were lowered in 1969. Rates for commercial trucks were lowered in 1966 then raised in 1995.

Vehicle Class	11/01/57 to 12/31/60	01/01/61 to 04/30/61	05/01/61 to 07/31/66	08/01/66 to 12/31/68	01/01/69 to 12/31/78	01/01/79 to 04/30/83	05/01/83 to 06/30/95	07/01/95 to Present
Car	\$3.25	\$3.50	\$3.75	\$3.75	\$1.50	\$1.50	\$1.50	\$1.50
Car with 2 axle trailer	\$5.75	\$6.25	\$6.25	\$6.25	\$2.50	\$2.50	\$2.50	\$2.50
Car with 3 axle trailer	\$8.00	\$8.75	\$8.75	\$8.75	\$3.50	\$3.50	\$3.50	\$3.50
2 axle truck with 4 tires	\$4.25	\$4.75	\$5.00	\$4.25	\$1.50	\$1.50	\$1.50	\$1.50
2 axle truck with 6 tires	\$7.00	\$7.50	\$7.50	\$7.50	\$3.00	\$3.00	\$3.00	\$3.00
3 axle single unit truck	\$8.00	\$8.75	\$8.75	\$8.75	\$3.50	\$3.50	\$3.50	\$6.00
3 axle combination truck	\$10.00	\$11.00	\$11.00	\$11.00	\$4.50	\$4.50	\$4.50	\$6.00
4 axle combination truck	\$11.00	\$12.25	\$12.50	\$12.50	\$5.00	\$5.00	\$5.00	\$8.00
5 axle combination truck	\$12.00	\$13.25	\$13.50	\$13.50	\$5.50	\$5.50	\$5.50	\$10.00
>5 axle combination truck	\$14.00	\$15.50	\$15.50	\$15.50	\$6.50 ¹	\$6.50 ¹	\$6.50 ¹	\$12.00 ²
Bus	\$8.00	\$8.75	\$9.00	\$9.00	\$3.50	\$3.50	\$3.50	\$4.00 ²
Motorcycle	\$1.50	\$1.75	\$2.00	\$2.00	\$1.00	\$1.00	\$1.00	\$1.00

1. Effective January 1, 1979,

2. Effective July 1, 1995, truck

Public Hearings

The Michigan Department of Transportation, Mackinac Bridge Authority will hold public hearings at:

St. Ignace - Tuesday, December 3, 2002	10:00 a.m. - noon	Quality Inn - 913 Boulevard Drive
Mackinaw City - Tuesday, December 3, 2002	1:00 - 3:00 p.m.	Hamilton Inn - 701 S. Huron Street
Lansing - Wednesday, December 4, 2002	1:00 - 3:00 p.m.	Lobby Conference Room, MDOT Van Wagoner Transportation Building, 425 W. Ottawa St., Lansing, MI

These hearings, as mandated in Section 301 of Public Act 561 of 2002, are held in accordance with MDOT Public Involvement/Public Hearings Procedures. At the public hearings, comments will be taken from interested citizens regarding the impacts of the proposed fares and classification changes. Written statements, faxes, and e-mails in place of, or in addition to, oral statements made at the public hearing may be submitted to: Robert H. Parsons, Public Hearings Officer, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, MI 48909. His e-mail address is parsonsb@michigan.gov. Fax 517-373-9255. All written comments should be postmarked on or before December 13, 2002.